

PLANNING AHEAD

Notes for the Planning and Policy Community

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CORRECTION – *Hydropower Interest Rate* – CORRECTION

The hydropower interest rate reported in Economic Guidance Memorandum (EGM) #03-02 is incorrect. The correct rate is 5 ½ percent. The copy of the EGM on planning's web page will be updated shortly.

Vacancy Announcements

Mobile District – Duty Station is Atlanta


Mobile District is both a Civil Works and Military District and has a diverse program that includes deep and shallow draft navigation, flood control, hydropower, water supply, shore protection, ecosystem restoration, and other Corps missions and functions. The District's area of responsibility also includes Central and South America, and frequently water resources planning expertise is required in foreign countries. The District's mission is growing and is in need of experienced water resources planners. Mobile District will soon be announcing the following vacancy in the Planning and Environmental Division.

Project Manager - Forward, Interdisciplinary GS-13: Mobile District will soon recruit a Project Manager (PM) Forward with the following series/titles: GS-0020, Community Planner; GS 0110, Economist; GS-0150, Geographer; GS-0401, General Biological Scientists; GS-0408, Ecologist; GS-0430, Botanist; GS-801, General Engineer; GS-0807, Landscape Architect; GS-0810 Civil Engineer; GS-0819, Environmental Engineer; GS-1301 General Physical Scientist; GS-1350, Geologist; GS-1360, Oceanographer; GS-1515, Operations Research Analyst. This position is organizationally located in the Eastern Formulation Team, Plan Formulation Branch, Planning and Environmental Division. The duty station is Atlanta, Georgia. The person selected must have extensive understanding of the Corps Civil Works planning and project development processes. The person will be responsible for overall coordination and development of the district business program in the eastern portion of the District. Work will involve all aspects of the district's civil works business plan development, to include customer outreach, coordination, and communications for the water resources needs of parts of Georgia and Florida. These business development program activities are in the form of direct outreach activities to governmental and quasi-governmental agencies. Technical expertise is critical for credibility both within the Corps and potential clients.


Atlanta is a relatively young city. Many of the well-known cities of the South such as New Orleans and Charleston were flourishing long before Atlanta was even a settlement. Despite its relative youth, Atlanta has a proud heritage and a unique past. Chartered as a city in 1847, Atlanta was founded as a rail terminus. It was a city more like the frontier towns in the Old West than the verdant cities of the South. Nevertheless, throughout the years time has smoothed out Atlanta's rough edges and accented the city with southern charm; Atlanta thrives now as a great business and social center of the Southeast. A city that looks to the future, Atlanta holds dearly to its past and heritage; history is kept alive in Atlanta's well-known historic district and the past is memorialized by lavish Victorian mansions and architectures. The old in new Atlanta is the spirit of the city. Atlanta enjoys a friendly climate with average low/high temperatures of 33/63 degrees in the winter and 67/89 degrees in the summer. The city's location makes Atlanta the major commercial and transportation hub of the southeast United States. The population of the metropolitan area now exceeds four million persons and it is one of the fastest growing large metropolitan areas in the United States. For additional information on the city go to: <http://www.atlanta.com>

If you are interested in these positions, be sure to provide your Resumix information to the South Central Civilian Personnel Operations Center (CPOC), Huntsville, Alabama, in response to the vacancy announcement. Please call Mr. Roger A. Burke at 251/694-3809 if you have any questions or need additional information.

Meeting – National Association of Environmental Professionals


The National Association of Environmental Professionals 29th Annual Conference will be held in Portland, OR, at the Hilton Portland and Executive Tower April 25-28, 2004. According to conference announcement materials “The conference will focus on balancing the needs of the natural and human environments and finding solutions that can bridge competing interests.” The deadline for abstracts is August 31, 2003. We have been told, but have as yet been unable to officially verify, that conference organizers seek a Corps presentation in the Land and Watershed Management track, and there are several other tracks that appear to be of interest to the Corps. For more information about the conference and to submit an abstract see <http://www.naep.org/CONFERENCE04/Portland.html>. Contributed by [Ellen Cummings](#). 

Another Meeting – The Ecological Society of America

Also in Portland, The Ecological Society of America will meet August 1-6, 2004. The theme of the meeting is “Lessons of Lewis & Clark: Ecological Exploration of Inhabited Landscapes.” The focus will be on western U.S. ecosystems and their responses to humans. Proposals for the symposium are due by September 15, 2003. For more information, including the symposium application form, visit <http://www.esa.org/portland/proposal.html>. Contributed by [Ellen Cummings](#). 

Yet Another Meeting – National Hydrologic Warning Council Conference


The Fifth National Conference of the Hydrologic Warning Council will be held at the [Westin Galleria](#) in Dallas, TX, October 22-24, 2003, with technical workshops on October 21. The conference will cover flood warning technologies and flood preparedness with presentations of state-of-the-art equipment and case studies of existing systems. More information is at the [conference website](#).

Two sessions will feature three Corps presentations. The Flood Warning System Design, Operations and Maintenance session will include *Lessons Learned: Cheat & Tygart River Flood Warning Systems* (Pittsburgh District and LRD). An unnamed session will include *Risk Based Assessment for Flood Warning Systems* (Huntington District) and *The Corps Water Management System (CWMS) Status Update* (IWR-HEC). In addition an ex-HEC staffer, now with his own consulting firm, will be presenting. See the [conference agenda](#) (pdf file). Contributed by [Charles M Pearre](#). 

The Corps of Engineers and Shore Protection: History, Projects, Costs

Ted Hillyer – CEIWR-PD


The National Shoreline Management Study has released its first report, [*The Corps of Engineers and Shore Protection: History, Projects, Costs*](#), IWR Report 03 NSMS-1 (pdf file). The report ties together chronologically over the past 100 years the major storms and subsequent authorizations and projects. The report shows that for the 20th century there were 81 major hurricanes in the U.S. causing over 14,000 deaths and \$70 billion in damages. Following those storms there were 24 major pieces of related legislation resulting in construction of 71 major coastal protection projects with 284 miles of coastline protected. Actual construction cost through June 2002 for those 71 projects was \$1.2 billion, which is \$2.4 billion in today's dollars. The report also provides an up-to-date list of completed Corps major shoreline protection projects and costs. In addition there are currently 10 projects under construction and 71 in the various stages of planning and design. The report is on the Institute for Water Resources [homepage](#).

For additional information on this report you may contact Ted Hillyer at Theodore.M.Hillyer@USACE.ARMY.MIL 

Economic Evaluation of Small Boat Harbors

Ted Hillyer – CEIWR-PD

A workshop on Small Boat Harbors, hosted by the Alaska District was held in Anchorage, Alaska on 14-15 August 2003. The primary purpose of the workshop was to discuss issues related to the economic evaluation of small boat harbors. There were a total of 27 participants from the Alaska District, Pacific Ocean Division, Northwestern Division, Buffalo District, Los Angeles District, Headquarters, Institute for Water Resources, consulting firms, and the State. While the emphasis was on Alaska projects, all coastal and Great Lakes divisions and districts will benefit from the results of this study. The objectives of the workshop were to reach consensus on needed improvements in methods and data used for small boat harbor economic evaluations and to identify future potential actions to address these needs cost effectively. A report will be developed summarizing key methodological and data requirements and needed improvements and options to meet the needs. A plan of action for future works and improvements will be subsequently developed by Headquarters in coordination with district representatives. Once the action items identified in the workshop are completed, Headquarters will evaluate the need to revise ER 1105-2-100 to incorporate new policies and/or procedures for the evaluation of economic benefits associated with small boat harbors.

For additional information on this study you may contact Ted Hillyer at: Theodore.M.Hillyer@WRC01.USACE.ARMY.MIL 

GIWW – Mexico?

Brad Fowler – CECW-PG and Jay Wieriman – CEIWR-NDC-C-A

The Gulf Intracoastal Waterway has two segments. From New Orleans the east segment goes part way down the coast of Florida (the GIWW-E), and the west segment goes all the way to [Brownsville, TX](#) (the GIWW-W). Is there a third segment, GIWW-Mexico, in the future (the GIWW-M)? Not only is there no answer, officially there is not even a question. Still, a few recent events and curious facts make one wonder....

Over two and one-half million deep draft tons pass yearly through the [Port of Brownsville, TX](#). As port volumes go, the Brownsville number would not be a big deal, except for so much of it, forty percent, representing stuff bound for or coming from Mexico. Mexico is a stone's throw from Brownsville, across the Rio Grande River. And so important is the "Mexican trade" that Brownsville calls itself "home port to NAFTA." Brownsville is a shallow draft port too, and the city and environs are as well a kind of land-based NAFTA corridor, with almost 70 % of total trade crossing the border in the vicinity (mostly in long haul truck or train movements).

For waterborne cargo the data expert is our own Waterborne Commerce Statistics Center ([WCSC](#)) in New Orleans, part of the Navigation Data Center at the Institute for Water Resources. WCSC recently did a report for [Mexico's Institute of Transportation](#) on Mexican cargo that uses Brownsville. Why? Because the Mexican government is studying transportation investments in Tamaulipas (a Mexican State), port improvements at Altamira and Tampico, and creation of an inland waterway from Tampico to Matamoros. [Matamoros](#) is that stone's-throw away [place](#), a bridge crossing from Brownsville.

Some mildly interesting facts can be gleaned from the WCSC study.

If total yearly deep draft commerce at Brownsville is about 2.5 million tons, then almost 40 percent (940 thousand tons) is Mexican trade. And if such a situation is not unique in the world, certainly it is rare.

To elaborate: at Brownsville there are 660 thousand tons yearly of in-transit cargo (tonnages are five-year averages, 1997-2001). This is commerce going to Mexico – through Brownsville – from the rest of the world (there's little going the other way). Seventy-three percent of the inbound cargo is Primary Manufactured Goods (450 ktons). Primary Manufactured Goods are finished manufactured products (for example, steel products like ingot and bar), typically arriving at Brownsville on deep draft ships, and then distributed in Mexico by truck. As an in-transit port Brownsville is a gateway to Mexico.

For US – Mexico trade, our imports from and exports to Mexico, imports dominate nine-to-one, making for 10 % of Brownsville tonnage (246 ktons). And four-fifths of imports (194 ktons) is classified as non-fuel, inedible, crude materials like ores or building stone. These arrive by ship from Mexico and are loaded on trucks or barges for distribution in the U.S. For bi-lateral trade Brownsville is a conduit from Mexico


These cargo exchange numbers might seem just Gee-whiz stuff if it were not for the Tamaulipas waterway study by the [Intituto Mexicano del Transporte](#), and for a dollop of [international politics](#).

Drought in the Rio Grande River valley and deficits in agreed-upon Mexican water deliveries to U.S. farmers have led to high emotions and public demonstrations on both sides of the border, and to discussions "at the highest level," that is, by Presidents Bush and Fox. One thing the US could do to help Mexico 'see its way' to meeting water delivery commitments would be to assist with the Tamaulipas

Intracoastal Waterway development. Is such assistance likely? Who knows, but it seems unlikely the assistance would even be mentioned if it were completely out of the question.

With or without US assistance, if the Tampico to Matamoros waterway is constructed the issue of connecting it to the GIWW almost certainly would be joined. And here Corps project evaluators almost certainly would have a role to play. What would be the benefits of all water or longer water routes? Would there be recreation boating benefits? And this is where the WCSC data could be of great value. Exactly where is all that “Mexican trade” going to and coming from?

Brownsville port may be a round about way of getting to Mexico, but then so is an international water dispute a round about way of getting to navigation studies.


[Note: Yearly information on waterborne commerce for Brownsville, Texas can be found in *Waterborne Commerce of the United States, Part 2 – Waterways and Harbors, Gulf Coast, Mississippi River System and Antilles*. This publication is available on the Navigation Data Website www.iwr.usace.army.mil/ndc or by requesting a hard copy from Waterborne Commerce Statistics Center (504-862-1424).] 

National Security Considerations for Planning, Design, Construction, and O&M of Harbor and Inland Harbor Projects

Rich Worthington – CECW-PD

The need for enhanced security at the nation’s ports has raised the issue of what policies should govern the planning, design, construction, and operation and maintenance of features and facilities to enhance security at proposed and existing Federal navigation (harbor and inland harbor) projects. At issue are features and facilities related to enhanced port security that are modifications, additions, or closely related to general navigation features. Potential features and facilities include but are not limited to new, expanded or deepened anchorages to facilitate the inspection of vessels; widened and/or relocated channels to reduce the potential damages of terrorism actions involving vessels; and fences or other protective security measures for Federal breakwaters and jetties.

A letter dated 30 June 2003 provides interim guidance on incorporating national security features into Federal harbor and inland harbor projects. The basic concept of the policy guidance is that security would not be considered a project purpose but a criterion like safety or design criteria and standards. The security measures would be considered to be required for the formulation in both the with-project and without-project condition for new projects.


The Corps currently plans and designs navigation projects for operational safety. Under this policy operational security would become an additional critical criteria for the planning, design, construction, and operation and maintenance of harbor projects. Specific features and facilities for security would be formulated in coordination with the U.S Coast Guard and non-Federal sponsors. Alternatives measures to meet security requirements would be formulated and evaluated to identify the most cost effective measures. The [interim policy letter](#) is posted in the Headquarters Planning and Policy web site. 

National Research Council To Conduct Review Of The Corps Restructured Upper Mississippi River Study

Rich Worthington – CECW-PD

The Corps has entered into an agreement with the National Research Council (NRC) to conduct a review of the Upper Mississippi River –Illinois Waterway Restructured Navigation Study. The Upper Mississippi River –Illinois Waterway navigation system contains 37 lock and dam sites (43 locks) and about 1,200 miles of navigable waterway. The feasibility study for improvements to the waterway system was initiated in 1993 but was significantly restructured in 2001 in response to public controversy.


The NRC review will be conducted by an expert committee of approximately 13 members with a breadth of expertise including aquatic ecology, agricultural and transportation economics, water resources planning, systems engineering, public policy, econometrics, transportation, watershed science, hydrologic engineering, and system operations. Qualified committee members will likely come from academia, industry, consulting, government, and non-governmental organizations. The committee will conduct its review on a parallel path with other study activities and provide input at key study milestones and decision points. The objective of the independent review will be to provide input for the Chief of Engineers feasibility report recommendations. The independent review will be conducted generally in accordance with the NRC recommendations in its recent report [Review Procedures for Water Resources Project Planning](#) and will help assess the effectiveness of independent review for large controversial studies.

[Editor's note: Since its sales performance is not exactly burning up the bookstores, you can still be the first person to review this book at [Amazon.com](#). Could be interesting to get some Corps reviews of the NRC, instead of the other way 'round, eh!] 

Learn Principles of Habitat Evaluation

Jean O'Neil – ERDC-EL-MS

In spite of its importance in benefits analysis, there has been no focused class on habitat evaluation for the Corps. There are short introductions to evaluation in several individual classes, specialized training related to use of EXHEP software, and there is a basic Habitat Evaluation Procedures class taught at Virginia Tech on an irregular basis. There is now a 4-day class to learn the principles underlying habitat evaluation. The class content and organization has been designed for technical folks and reviewers in any Federal agency who do such evaluations. It is being offered for the first time by the US Fish and Wildlife Service and partners at the National Conservation Training Center, Shepherdstown, WV, on 3-7 Nov 03.

I spent a few days on site at the NCTC and found it a very pleasant place. The food is quite good, lodging fine (total cost \$115/day), and the tuition price of \$550 is great. Oh yes, and I think the class will be a very good one. If you are interested, please contact Jean O'Neil, ERDC, L.Jean.ONeil@erdc.usace.army.mil, 601-634-3641 for registration information. 


Revitalization of Corps of Engineers Projects

Ted Hillyer – CEIWR-PD

As the nation's population increases and its infrastructure grows older, the adequacy and condition of its public works is an increasing concern. The Corps presently has stewardship responsibility for operation and maintenance of about 1,600 projects, and has oversight and inspection responsibilities for hundreds of local flood damage protection (LFDR) projects. The aging of many of these projects generates concerns that some projects may no longer be, or need to be, serving the purposes for which they were authorized and developed; and, that other projects may not be meeting changing needs and opportunities. This study focused on the varying capabilities of these projects to meet changing water and related land resources needs and priorities, and on the adequacy of present policies and statutory authorities to ensure improved responsiveness. This report examines the commonalities and differences of the four categories of projects – harbors, inland waterways, lake projects and LFDR projects. Policies, guidance and management tools are listed and examined; a framework for revitalization is provided; a programmatic approach to revitalization is summarized; and finally, possible legislative initiatives are discussed.


Mr. William C. Holliday prepared this report under contract to CEIWR-PD as part of the Planning and Policy Studies Program. The report has been published as IWR Report 03-PS-1 dated April 2003. The report can also be found on the IWR web at:

http://www.iwr.usace.army.mil/iwr/pdf/project_strat_report.pdf

For additional information on this report you may contact Ted Hillyer at:
<mailto:Theodore.M.Hillyer@WRC01.USACE.ARMY.MIL> 

Instructions for Contributors to Planning Ahead

This newsletter is designed to improve the communication among all the planners and those we work with throughout the Corps. We hope that future editions will have mostly information and perspective from those of you on the front lines in the districts. We hope that these notes become a forum for you to share your experiences to help all of us learn from each other. We can't afford to reinvent the wheel in each office. We welcome your thoughts, questions, success stories, and bitter lessons so that we can share them on these pages. The articles should be short (2-3 paragraphs) except in some cases where you just have to say more.

- Use MS WORD
- Use "normal" style
- Use Times New Roman font, 11 point
- All text should be left justified with start of each paragraph indented by one tab stop.
- Each article should have short title with only initial letter of each word capitalized
- Following each title should be author's name and organization
- Last line should be contact information – phone number or e-mail address 

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Submissions Deadline

The deadline for material for the next issue is 19 September 2003.

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